



Above: Peterhead lifeboat in position for the ribbon cutting after the speeches. Left: Princess Alexandra meets guests inside the new fish market extension. A large crowd attended the opening which was held on Thursday last week.

More space at Peterhead PRINCESS OPENS PORT EXTENSION

A MAJOR step forward in the development of Peterhead as a fishing port was marked on Thursday last week when H.R.H. Princess Alexandra officially opened a £1m extension to the harbour and fish market.

With one million boxes of fish worth close on £10 million being put ashore last year, Peterhead is now firmly established as the leading fresh fish port in the UK. During the first four months of this year the value of landings has been almost twice that of the same period in 1975.

Today, the port is base for about 330 vessels and even more are expected to start landing there soon, attracted by excellent facilities and encouraging market prices.

Peterhead's rise to prominence began late in 1970 when seine net skippers began a boycott of Aberdeen. As landings have increased steadily over the years, Peterhead harbour trustees have done all in their power to provide skippers with good facilities and make them feel welcome.

As more and more boats began to land catches, it became obvious that extra berthing space and better market facilities were essential. Work on the extension

began about three years ago. The scheme has involved deepening and re-shaping the north basin of the North Harbour, building an extension to the existing fish market at Greenhill and laying a new access road.

The development provides an extra 1,400 ft. of quay space and an additional 2,400 sq. yards of market area. Main contractors for the work were Wm. Tawse Ltd. of Aberdeen, and the consulting engineers were Wallace, Stone and Arcudes (C.E.) of Edinburgh and Glasgow.

Financial assistance for the work, by way of grant of loan, has been provided by the Department of Agriculture and Fisheries, Scotland.

Princess Alexandra welcomed to Peterhead Maitland Mackie, Lt. Lieutenant of Aberdeen, and John D. Buchan, Chairman of Peterhead Harbour Trustees.

Following an informal luncheon attended by guests, the Princess went to the opening ceremony of the fish market.

Among guests on the platform were David Henderson, SNP MP for Aberdeen, and Mr. Arthur Buchanan, Mr. James Buchanan, Mr. James Buchanan, plus Supt. James Buchanan, the Peterhead Mission.

In his opening speech, Mr. Buchanan said this was the happiest day of his life, and the most important day of his life.

However, he warned that although Peterhead has a very bright future, it is not without its problems. He said that the port has increased its importance.

Peterhead lifeboat and the new basin and mechanical, John Buchanan, ribbon stretching from the fish market to the quay.



'CLABEN' SOLD

CLABEN, the first steel purse seiner built in Scotland for the Scottish fleet, has changed hands but will continue to be based at Peterhead.

Built in 1968 by the Renfrew yard of Hugh McLean and Sons Ltd. for Skipper James Lovie and partners, the transom sterned 90-footer has a beam of 22ft. 6in. She is powered by a Lister Blackstone 495 hp engine and has low pressure winches and a Triplex power block.

In addition to purse seining for herring she has undertaken fly-dragging seining for white fish, but has been laid-up for several months. Some time ago Skipper Lovie came ashore to take up an appointment as chief executive of the Scottish Fishermen's Organisation.

Claben has been bought by Skipper J. S. Nicol and others in association with J. Marr

(Aberdeen), and has been renamed *Responsive*.

Skipper Nicol was formerly mate aboard Skipper David John Forman's seine netter *Resplendent*, and the two vessels are expected to work together white fish pair trawling, in addition to fishing separately as seine netters.

At present *Responsive* is in Arbroath to be fitted with a new combination high pressure seine and trawl winch from the Northern Tool and Gear Co.

The trawl drums, with capacity for 800 fathoms of 1 1/2 in. wire, will be located forward of the seine barrels and the winch is fitted with worm and worm wheel drive.

Hydraulic power will be provided by a Downpatrick variable displacement pump driven from the fore and of the main engine through a cone clutch and 31:1 step-up gearbox. The pump will deliver oil to a Downpatrick speed and low torque

motor fitted on the winch.

An unusual feature of *Responsive* is her rotating cylinder rudder originally developed by the National Physical Laboratory and designed, manufactured and installed on the vessel by the Glasgow firm of Y and Ltd.

Performance trials of the rudder were then carried out by the White Fish Authority for the Herring Industry Board.

Basically, the rudder consists of a vertical cylinder placed at the leading edge of the boat's rudder. When the rudder is at an angle of more than 35 degrees, the cylinder is rotated by a motor. The rotation permits good fluid flow across the rudder for angles up to 90 degrees.

Greater manoeuvrability at low speeds is achieved, and the rudder acts as a side thruster, which is of particular advantage when purse seining.

SEINER RECORD HITS £10,000

ON TUESDAY the 66ft. long Hull-based *Rosenborg* set a new anchor seining record for the Humber by making £10,000.94p for 471 kits caught in a 17-day North Sea voyage.

The grossing would have been even larger if 18 kits of plaice had not remained unsold. In all there was a turn out of 47 kits of flat fish and 424 kits of other varieties, mostly codstuffs.

Rosenborg, a wooden-hulled vessel built in Denmark three years ago, is commanded by Skipper Vagn Dam, who beat by £1,794.54 the previous Boston company seiner record which brother, Egon, set on October 20 last year with the firm's *Christiansborg*.

This vessel's record was £8,206.40 for 354 kits, including 364 kits of flat fish. When *Rosenborg* broke the record Skipper Vagn Dam had with him a crew of three,

including his 16-year-old son, Stephen, on his first working trip.

Usually, two other sons — Tony (20) and Peter (17) — sail in the vessel but both were ashore on holiday.

After the new trip record was set up, Skipper Vagn Dam joined in a small celebration attended by Sir Basil Parkes, Boston's chairman, Neil Parkes, deputy

chairman, and Mr. A. Scotland, the company's Hull trawling manager.

CUMMINS Diesel Sales & Service Ltd. (CDS & S), national distributor for Cummins Engines, has opened a new depot for sales, parts and service at Burcott Road, Severnside Trading Estate, Avonmouth, Tel: 7811.

Boats give meal plant a miss...

WITH the local fleet shunning industrial fishing for sandeels, the Grimsby Fish Meal Co. has been further hit by the apparent failure of foreign vessels to use its facilities at Grimsby.

So far only five vessels have landed anything at all from huge fleets of Danish and Norwegian industrial trawlers scouring the main fishing grounds in the North Sea.

Normally, as a matter of course, fairly large numbers of these vessels could be expected to make at least one journey to Grimsby.

But this summer — in spite of the warm weather — the fish have failed to show up in quantity. Catches have been so small all round that any boat with much fish has invariably returned to their home port, as prices on the Continent are appreciably larger than in Britain.

Two Norwegian vessels which did call at Grimsby with 218 tonnes between them last week confirmed the fishing for sandeels was very bad. They had only put into the Humber port because one of the steel vessels, the stern trawler *Nordhav*, had picked up a rope around her propeller.

Nordhav arrived under tow from Gudmundur, which landed the lion's share of the catch with a turnover of 162 tonnes. Agent Tom Sleight (F.S.) Ltd. arranged for a diver to free the propeller on *Nordhav* and, after a two-day stop, both vessels were able to resume the search.



The ex-Smith and Hutton hulls await fitting out at Aberdeen.

Lewis fits out two idle hulls

TWO POCKET trawlers ordered from boat-builders Smith and Hutton of Dundee before the firm went into liquidation are now to be completed at the Aberdeen shipyard of John Lewis.

Designated ships number 154 and 155, the vessels are to be named *Glen Arney* and *Glen Farg* and will be traditional Aberdeen pocket trawlers arranged for side fishing. They have a raked stem and transom stern.

The hulls and basic superstructures, built at the Middleburgh yard of Tees Marine Services Ltd. under sub-contract to Smith and

Hutton, have now arrived at Aberdeen. The news of the contract was given by Fishing News by J. Marr (Aberdeen) Ltd.

They have an overall length of 86ft., registered length of 79ft. 9in. and beam of 22ft. and will have similar equipment.

The main engine is a Mirlees Blackstone ETS16MGR giving 600 hp at 708 rpm and the unit will drive a fixed-pitch propeller through a Mirlees Blackstone gearbox of 24:1 reduction ratio.

Some 24 tons of fuel oil will be carried in wing tanks in the fore and after engine room and after a peak fresh water will be carried below the fore and after engine room.

Accommodation for six will be arranged in the after cabin, below deck, and there will be a two-berth, and a one-berth, cabin in the fore cabin.

Galley equipment will be based on a Kampsafe electric cooker. The wheelhouse will be aluminium and its equipment will include Teledraulic steering gear, Radiofon radios, and Decca radar, autopilot and Navigator.

Show a year at Aberdeen

ABERDEEN is to have an annual fishing exhibition. This move follows the big response to the Catch '76 show being staged in the port from September 16-21.

The organisers of the show, Eagle Exhibitions, says that this decision "reflects the confidence of fishing equipment suppliers in the stability and long-term future of the industry, despite all the problems with which it has to contend at present."

"It also displays a clear recognition of the fact that Aberdeen, with the adjacent north-east coast ports, is the centre of Scotland's major commercial fishing activities even though, to the public in general, the local emphasis may appear to be on oil."

Bookings have far exceeded original expectations, which are now seen as having "been on the conservative side". The whole of Hall A — the exhibition area originally visualised — has now been booked and space enquiries are still coming in for the additional 10,000 sq. ft. of floor made available by the extension into a second hall.

At least 14 main engine manufacturers have reserved space and 15 suppliers of marine electronic equipment will be appearing.

OBITUARY

FORMER Milford Haven skipper, Albert Wiseman, has died in a Plymouth hospital at the age of 84.

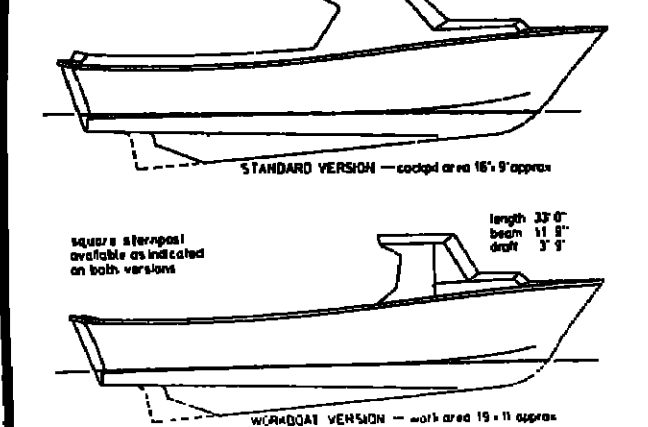
He was born at Milford Haven and gained his skipper's ticket while sailing from the port. He commanded several of the port's vessels until he left the local industry and moved to Torpoint, Cornwall.

At Torpoint he became a member of the local town council. He leaves a wife, one son and four daughters.

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WATERBOAT VERSION — with 16' 5" approx

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BARF HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

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At Torpoint he became a member of the local town council. He leaves a wife, one son and four daughters.

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More sheltered life for purser

'New look' improves comfort and stability

Report from:
GLORIA WILSON

THE 85ft. Scottish purser-trawler *Flowing Tide* is now going to sea with a 'Scandinavian look' about her. And this conversion has given the vessel a lot of practical advantages.

Completed last year, her steel hull and superstructure had been built by the Middlesbrough yard of Tees Marine Services Ltd., under sub-contract to Smith and Hutton. She was of traditional layout with deckhouse aft and whaleback forward.

Owner and skipper, John West of Gardenstown, noticed that a number of Scandinavian vessels were fitted with full shelter decks extending from whaleback to deckhouse and felt that a similar shelter would

be suitable for *Flowing Tide*. He approached naval architects, Napier Co. (Arbroath), to design a shelter and this was fabricated by the Fraserburgh firm of Mitchell's (Fraserburgh) Ltd.

After fishing with the vessel for several months Skipper West has found that the shelter has improved her in a number of ways. It is a great advantage from the point of view of comfort for the crew, as they now work on the main deck under cover.

The most unexpected benefit has been that the vessel's catches keep in better condition. *Flowing Tide* has been trawling for shrimps from Peterhead for a few weeks and Skipper West has been told that her catches are of superior quality to those of other boats

engaged in the same fishery. The shelter deck has kept the sun off the main deck and has also prevented wind circulating in the fishroom and melting the ice.

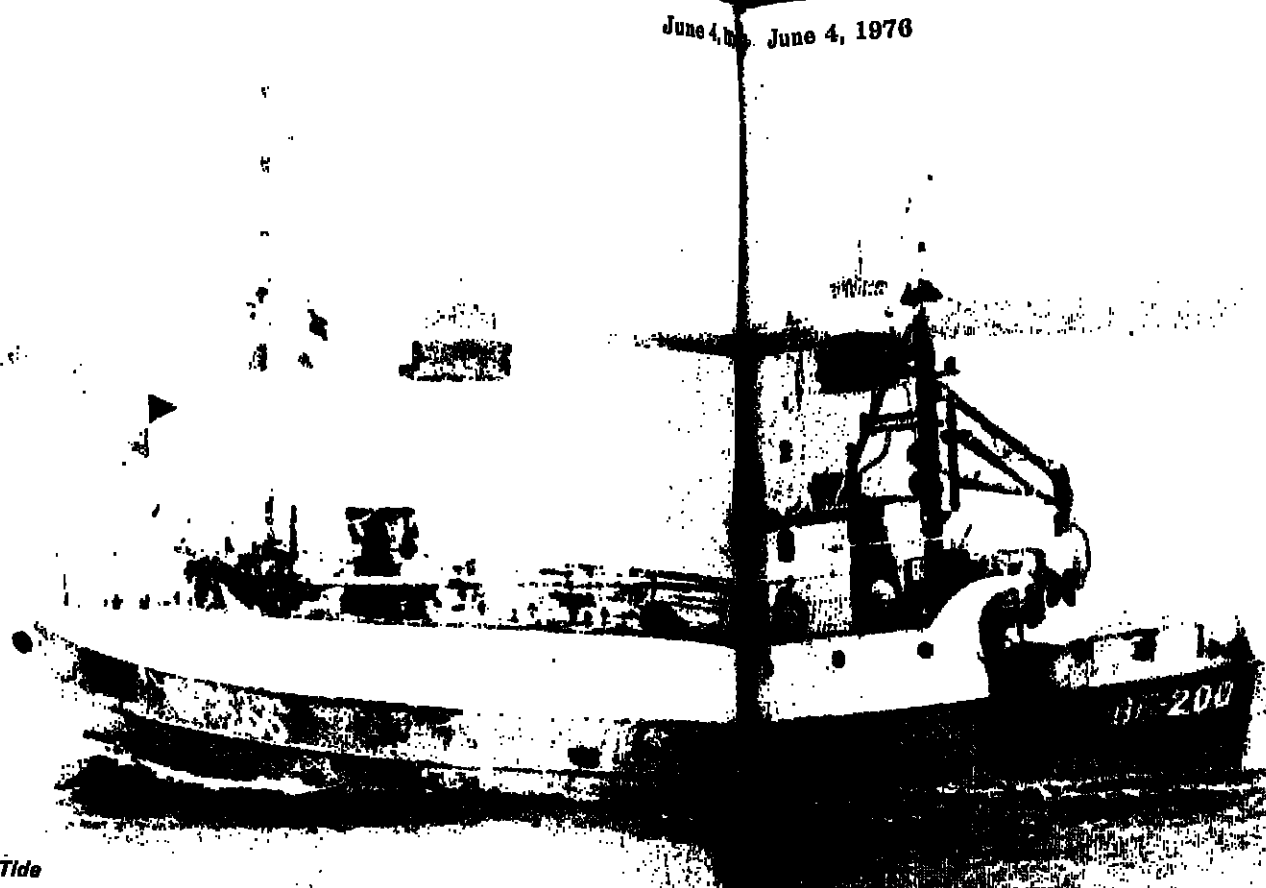
Flowing Tide

From the stability viewpoint, it has considerably improved her characteristics in that it has heightened her freeboard and the angle of heel at which her deck would

become immersed. In all conditions her righting lever is longest when she is

angle in excess of 50 degrees. Basically the righting lever or 'GZ' is the distance between the centre of gravity through which the weight of the boat acts downwards, and the centre

of buoyancy through which the buoyancy of the boat acts upwards. When the boat heels over, these two forces combine to pull her upright again.



Flowing Tide

VESSELS REVIEW

Harmony is based on Freeward Marine's 35ft. hull.

TWO MEN IN 'HARMONY'

a new GRP footer

MANY FISHERMEN admired the Freeward Marine 35ft. hull which was exhibited for the first time at the Earls Court Boat Show in 1975. But two Cornish fishermen did more—they bought it.

Now, some 15 months later, they have a completed fishing boat.

The two fishermen, Dick Pollard and Frank Botrell, sold their old boat and while they were fitting out the new hull they got a job, so that they had an income.

The Freeward 35 hull has been purpose designed as a GRP fishing boat/workboat hull and has not been copied from a wooden boat.

It has been constructed to Lloyd's requirements for craft with a speed of 16 knots, and is moulded in a Lloyd's approved factory by Robert Ives Ltd.

The hull has full round sections flattening out to a wide transom. Forward there is a distinct flare to give a fine entry and to direct water and spray away from the hull. Above the water line the flare runs into a knuckle which allows full bow sections for working in a head sea.

Transverse frames are moulded into the hull at 18in. centres with alternate frames stopping at the upper bilge stringer which supports the deck beams. The remaining frames extend above the deck line to give support to the integral bulwarks. The top stringer line forms a support for the rubbing strake.

Engine beds are formed in GRP with solid timber encapsulated inside. These extend over nearly half the length of the hull amidships and can be sited to suit the engine in use. The pronounced skeg extends for the length of the hull and allows an aperture which can accommodate a 30in. propeller.

In fitting out *Harmony*, as the new boat is named, the two Cornish fishermen have installed a main engine and a wing engine in traditional



Cornish fashion. Both engines are Ford industrial engines which the owners have marinised themselves. In doing so they reckon to have saved about £1500 over the cost of buying similar engines which have been professionally marinised.

The main engine is a 4-cylinder Ford, producing about 110 hp at 2800 rpm. This connects to a PRM gearbox with a 3:1 reduction ratio. This drives a 26in. propeller but initial trials have suggested that this propeller is too small and there are

plans to fit a larger propeller which should give a speed of 8.5 knots.

Freeward Marine recommended a 28in. propeller but the 26in. propeller was fitted for trials because it was available.

The wing engine is mounted on the port side, forward of the main engine, and is a 4-cylinder Ford again fitted with a PRM gearbox; this time with a 2:1 reduction ratio.

Both engines are fresh water cooled and provision is made for a power take-off from the wing engine to drive a Hydema hydraulic pump. This in turn powers the Hydema KB 04 power block which is mounted on the starboard side amidships.

Plans for the future include the fitting of a trawl winch but this will be held over until the boat has earned some money this summer.

The main deck is of larch planks on larch deck beams. This deck runs up to the wheelhouse where the deck level is raised to that of the bulwarks to make a flush deck forward. Below this deck is a large storage space as there are no plans or requirement to fit accommodation.

The wheelhouse is offset to port and is entered from a door to starboard. Inside it is sparsely fitted out with an

Atlas 240 Echograph fishfinder to port and the engine and steering controls to starboard. At the aft end there is a small cooker and sink.

Steering is by means of a Wills Ridley hand hydraulic system to the single plate steel rudder. This steering was chosen because of its simple installation.

Fuel is carried in two steel fuel tanks which are mounted at the aft end of the engine compartment. Each tank holds 125 gallons. Access to the engine compartment is both forward and aft, the aft entrance being between the fuel tanks via the fish hold. The fish hold has not been fitted out yet and this enables the high standard of hull construction to be seen. Access to the fish hold is via a hatch in the deck aft.

The joint owners of *Harmony* are well pleased with their new craft after the initial trials. There is still a certain amount of work to be done but at least the boat is in

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safety at sea

SOME MONTHS ago I wrote critically about the new DTI rules which required weather-tight doors to be fitted in superstructures.

The problem with these doors is that they are difficult to open and close and, therefore, are going to be left open.

Now a new weather-tight door is coming onto the market which looks as though it might go some way towards solving this problem.

It is a simple, light steel door with a single catch, which is in the final stages of development by the Swedish firm of Hellbergs. This firm specialises in ship's doors to meet various safety requirements.

The door seals onto a silicone rubber seal which is unaffected by sea water and so should have a long life, a failing with many early types of door.

The single handle is simple to operate and the lightweight of the door should make it easy to control when the boat is rolling.

It comes complete with its steel surround and is simply welded or bolted into the superstructure.

This door was on show at IMEX 76, a display of ship's equipment held at Earls Court. A lot of time and effort goes into developing equipment for ships and some of this has application in smaller boats.

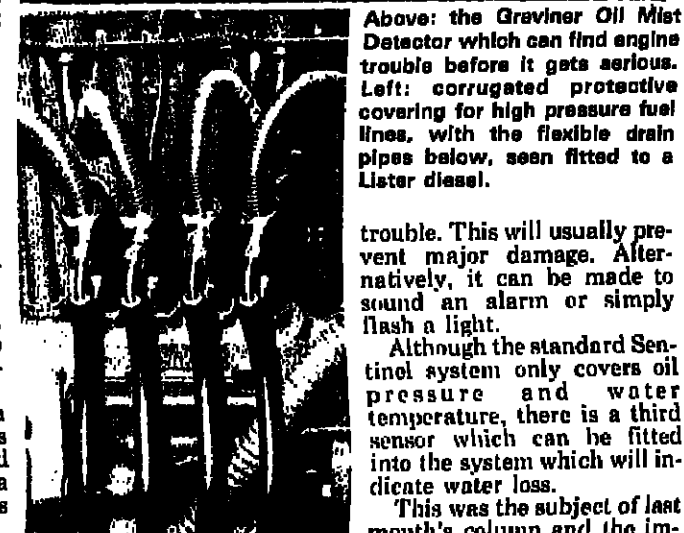
One such device is a flexible sheathing designed to enclose the high pressure fuel lines on a diesel engine.

A leak in these lines could soon cause a fire or explosion, and this sheathing is a Lloyds requirement for un-manned engine rooms on ships.

The sheathing is a lightweight, corrugated stainless steel tube which completely encloses the fuel pipe.

If there is any leak, the fuel collects between the sheathing and the pipe and finds its way down to special drainpipes which lead the leaking fuel to a container.

A float switch in the con-



tainer can be connected to either an alarm or engine shut-off. The sheathing is made by United Flexible Metallic Tubing Ltd.

There is always the risk of damage to an engine not being watched. The first indication of trouble may be expensive noises from the engine room. If the weather is bad the loss of engine power can lead to greater problems.

Oil pressure and water temperature gauges and alarms can give warning of problems, but the damage may be done before you stop the engine.

Warning

An American device, the Sentinel, now being marketed in this country by R. D. Fielder Marine Ltd. of London, not only senses the temperatures and pressures but, if there is any change from normal, it will also stop the engine.

Stopping the engine could be embarrassing if you are just entering harbour at the time, but the Sentinel can be adapted to just slow the engine to idling in the event of

Above: the Graviner Oil Mist Detector which can find engine trouble before it gets serious. Left: corrugated protective covering for high pressure fuel lines, with the flexible drain pipes below, seen fitted to a Lister diesel.

trouble. This will usually prevent major damage. Alternatively, it can be made to sound an alarm or simply flash a light.

Although the standard Sentinel system only covers oil pressure and water temperature, there is a third sensor which can be fitted into the system which will indicate water loss.

This was the subject of last month's column and the immediate fire and flooding hazard, which can result from a pipe fracture or leak, would warrant the fitting of this device. It doesn't depend on an electrical supply so it provides coverage under all circumstances.

A device to give both early warning of engine troubles and an indication of where the trouble lies is the Graviner oil mist detector.

This measures the density of the oil mist in selected areas of the crankcase, the theory being that if a bearing starts to run hot, the oil mist density will increase and the fault will be detected in time to prevent major damage to the engine.

This unit is not cheap, costing around £2,000, but in relation to the high costs which might be incurred through damage to the engine, apart from any danger involved, this could be a sound investment on larger trawlers.

Like the Sentinel, the Graviner system can either be connected to an alarm, an engine shut-off or an idle control.

DAG PIKE

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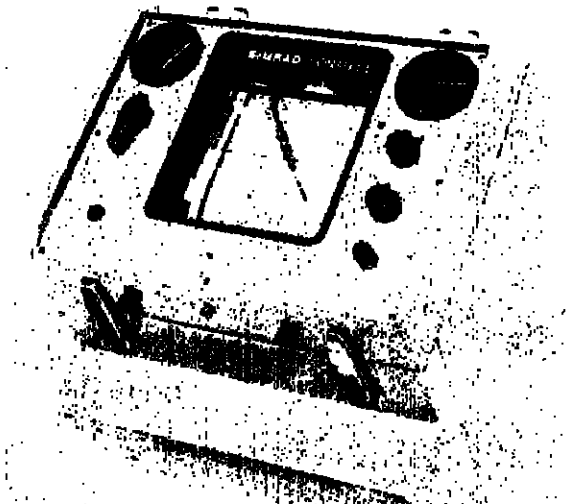
- Automatic search programmes
- Full coverage around the vessel to 1500m
- Simple to operate—one control for transducer tilt and bearing
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Catches and Prices

GRIMSBY

£11,173: *Boston Boeing*, Boston (Sk. C. Newton), 1,500 kits, WS, 23 days.
 £25,246: *Ross Revenge*, BUT (Sk. J. Meadows), 1,527 kits, 1, 22 days.
 £24,563: *Ross Kelvin*, BUT (Sk. T. Pembroke), 1,442 kits, 1, 22 days.
 £16,465: *Lord Jellicoe*, BUT (Sk. W. Sate), 800 kits, 1, 20 days.
 £14,602: *Ross Juno*, BUT (Sk. J. Roberts), 1,113 kits, 1, 23 days.
 £12,057: *Port Vale*, Consolidated (Sk. P. Blaney), 938 kits, 1, 19 days.
 £11,846: *Northern Gift*, BUT (Sk. D. Pulfrey), 985 kits, 1, 21 days.

Middle water

£21,648: *Ross Tiger*, BUT (Sk. J. Gordon), 1,393 kits, W, 14 days.
 £19,862: *Ross Civet*, BUT (Sk. A. Redpath), 799 kits, F, 17 days.
 £17,363: *Ogano*, Taylor (Sk. G. Drewery), 1,173 kits, F, W, 15 days.
 £18,615: *Ross Cheetah*, BUT (Sk. T. Ross), 1,251 kits, W, 15 days.
 £17,391: *Ross Panther*, BUT (Sk. W. Stokes), 987 kits, W, 14 days.

North Sea

£7,608: *Tom Grant*, Lindsey (Sk. A. Wraith), 335 kits, NS, 13 days.

Seiners

£5,806: *Limanda*, Richardson (Sk. H. Thomsen), 239 kits, NS, 16 days.
 £5,434: *Linda Lise*, Richardson (Sk. C. Olesen), 229 kits, NS, 18 days.
 £5,317: *Bekimael*, Consolidated (Sk. A. Bojen), 187 kits, NS, 17 days.
 £5,317: *Kesteven*, Sleight (Sk. J. Olesen), 271 kits, NS, 20 days.
 £5,296: *Karen*, Richardson (Sk. E. Sveinsson), 196 kits, NS, 20 days.
 £4,971: *Rasmine*, Chapin (Sk. V. Thomsen), 216 kits, NS, 17 days.

Pair teams

£7,558: *Laurids Skomager* (Sk. Jorgen Bojen), 350 kits, and £7,558: *Ann Charlotte* (Sk. R. Collins), 350 kits, both John R, NS, 8 days.
 £7,372: *Samantha* (Sk. H. Thinnessen), 376 kits, and £5,856: *Tino* (Sk. P. Thinnessen), 296 kits, both Richardson, NS, 16 days.
 £5,569: *East Bank* (Sk. J. Lee), 273 kits, and £4,945: *Searcher* (Sk. B. Nejrup), 234 kits, both Sleight, NS, 9 days.
 £3,507: *Melissa Louise* (Sk. M. Clark), 223 kits, and £3,390: *Ellen* (Sk. A. Thinnessen), 253 kits, both Richardson, NS, 16 days.

HULL

£37,939: *Lord Nelson*, BUT (Sk. A. Atkinson), 1,903 kits, WS, 24 days.
 £29,149: *Ross Altair*, BUT (Sk. T. Nielson), 1,499 kits, 1, 20 days.
 £25,708: *Ross Canaveral*, BUT (Sk. J. Berry), 1,484 kits, 1, 20 days.
 £21,905: *Arctic Vandal*, Boyd (Sk. W. Lewis), 1,005 kits, G, 24 days.
 £21,115: *Benella*, Marr (Sk. R. Beamish), 1,012 kits, 1, 20 days.
 £19,904: *Arctic Cavalier*, Boyd (Sk. J. Boyle), 1,468 kits, 1, 21 days.
 £19,729: *Kingston Pearl*, BUT (Sk. S. Morrell), 979 kits, 1, 20 days.
 £17,335: *Ross Resolution*, BUT (Sk. J. Tripp), 1,029 kits, 1, 20 days.

Seiners

£10,214: *Rosenborg*, Boston (Sk. J. Dam), 471 kits, 16 days.
 £6,589: *Christiansborg*, Boston (Sk. E. Dam), 2,089 kits, 21 days.
 £5,569: *Guldborg*, Boston (Sk. H. Kristensen), 341 kits, 10 days.
 £3,328: *Sonderborg*, Boston (Sk. A. Hinde), 144 kits, 20 days.

FLEETWOOD, Iceland

£22,275: *Irvana*, Marr (Sk. A. Wignall), 1,103 kits, 19 days.
 £20,601: *Ella Hewett*, Hewett (Sk. J. Buckley), 1,090 kits, 18 days.
 £19,518: *Wyre Defence*, Wyre (Sk. G. Wright), 1,011 kits, 19 days.
 £18,538: *Boston Crusader*, Boston (Sk. R. Formby), 1,013 kits, 20 days.

Home water

£12,501: *London Town*, Hewett (Sk. J. Kelly), 658 kits, 13 days.
 £9,868: *Wyre Revenge*, Wyre (Sk. W. Spearpoint), 596 kits, 17 days.
 £9,367: *Mount Melleray*, Wyre (Sk. B. Andrews), 479 kits, 14 days.
 £8,740: *David Wilson*, Hazael (Sk. J. Banks), 396 kits, 15 days.
 £2,626: *Marie Jacob*, Boston, 29 kits, 7 days.

Near water

£5,282: *Resound*, Ward, 344 kits, 13 days.
 £4,252: *Replenish*, Ward, 290 kits, 12 days.
 £2,506: *Rosamonda*, Ward, 72 kits, 6 days.
 £2,459: *Forrards*, Ward, 81 kits, 12 days.
 £2,039: *Deevale*, Bird, 51 kits, 14 days.

ABERDEEN

£18,821: *Glen Moriston*, Marr (Aberdeen) (Sk. J. Chisholm), 954 kits, F, 15 days.
 £18,156: *Grampian Monarch*, North Star (Sk. R. Catto), 985 kits, F, 12 days.
 £18,096: *Admiral Nelson*, John Wood (Sk. R. Pirie), 1,058 kits, F, 14 days.
 £13,221: *Ross Heron*, BUT (Sk. J. Glasgow), 808 kits, S, 11 days.
 £12,636: *Admiral Mountbatten*, George Wood (Sk. J. Wood), 672 kits, S, 9 days.
 £10,101: *Coastal Empress*, North Star (Sk. W. Morgan), 819 kits, S, 12 days.

LOWESTOFT

£10,740: *Barnby Queen*, Talisman (Sk. C. Craig), 430 kits, NS, 12 days.
 £9,088: *Suffolk Venturer*, Hobson (Sk. H. Baxter), 336 kits, NS, 11 days.
 £9,040: *St. Patrick*, East Coast (Sk. D. Besford), 361 kits, NS, 11 days.
 £8,153: *Boston Sea Dart*, Boston (Sk. A. Quantil), 305 kits, NS, 12 days.
 £7,892: *Farnham Queen*, Talisman (Sk. B. Turrell), 282 kits, NS, 10 days.
 £7,821: *Boston Shackleton*, Boston (Sk. A. Jenner), 326 kits, NS, 11 days.

GRANTON

£14,366: *Arctic Riever*, Liston (Sk. A. Wanless), 1,174 cwt., NS, 9 days.
 £12,876: *Arctic Invader*, Liston (Sk. P. Wanless), 1,006 cwt., NS, 10 days.
 £12,146: *Arctic Hunter*, Liston (Sk. A. Wood), 920 cwt., NS, 9 days.

NORTH SHIELDS

£15,807: *Ben Edra*, Irvin (Sk. R. Palmer), 77,383 kilos, NS.
 £14,823: *Ben Strome*, Irvin (Sk. E. Longhorn), 45,449 kilos, F, 15 days.
 £11,619: *Maureen June*, Irvin, 38,323 kilos, NS.
 £6,829: *Ben Glas*, Irvin (Sk. S. Shearer), 24,178 kilos, NS.

Edinburgh

£4,525: *Lothian Rose*, Irvin (Sk. R. Clark), 14,345 kilos, NS.
 £2,789: *Bishop Burton*, Newington (Sk. T. Fairley), 10,955 kilos, NS.
 £2,465: *Sharon Vale*, A.F. (Sk. D. Moody), 8,556 kilos, NS, 4 days.

MILFORD HAVEN, Irish Sea

£6,272: *Rosevear*, Norrard (Sk. A. Simpson), 290 kits, 13 days.
 £5,872: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 224 kits, 14 days.
 £3,449: *Picton Sealion*, Norrard (Sk. T. Salter), 157 kits, 13 days.
 £1,627: *Westerdale*, Norrard (Sk. F. Reynolds), 37 kits, 7 days.

HUMBER VESSELS DUE

GRIMSBY Expected during the week from Iceland: *Barnley*, *Belgum*, *Boston Comanche*, *Carlisle*, *Prince Charles*, *Ross Kelly*, *Ross Ramillies*, *Ross Rodney*, *Vanora*, *From Faroes and Western: Honzo*, *Kyoto*, *Lepanto*, *Lucerna*, *Nanao*, *Ogano*, *Ross Cheetah*, *Ross Civet*, *Ross Lynx*, *Ross Panther*, and *Rhodesian*. Expected during the week from Iceland and White Sea: *Hammond Innes*, *Somerley*, *Maugham*, *St. Gerontius*, *Primella*, *Portia*, *Loch Eriboll*.

PORT MARKETS

TUESDAY, JUNE 5: *GRIMSBY* A good supply of 7,500 kits from live ships met a good demand. Prices: shelf cod, £2.20/£2.70; codling, £1.50/£2.20; large haddock, £2.20/£2.40; medium, £1.80/£2.20; small, £1.50/£1.80; coley, £1.10/£1.20.

rockfish, £1.10/£1.30; redfish, £1.10/£1.40, per stone. From Faroes and Western: Prices: cod, £2.30/£2.80; codling, £2.20/£2.70; large haddock, £2.50/£2.75; medium, £2.20/£2.30; small, £1.30/£1.80; coley, £1.05/£1.20, per stone.

HULL

3,861 kits from three distant water vessels. Prices ranges per 10 stone kit, bends on: shelf cod, £23.55/£28; shelf codling, £24.50/£24.50; large haddock, £17.50/£24.50; coley, £10; hengyils, £13.50/£16.50; halibut, £23.25/£31.50. No distant water plaice, bulk codstuffs or bulk haddock.

FLEETWOOD

Prices: English shelf cod, £21/£27; bulk, £17.50/£22.50; sprays, £14.50/£24.50; large plaice, £22/£26; lemon sole, £24; pollock, small, £22.50/£26; haddock, medium, £20; small, £17.50; hake, £18/£26; coley, £7; dogfish, £14; monkfish, £20/£24.50; roker, £9/£28; whiting, £7.50/£17; gurnard, £18.50/£24; turbot, £3, per unit; Icelandic shelf cod, per unit; bulk, £21/£28; sprays, £20/£23.50; dabs, £15; ling, £17; redfish, £16/£22.40; tusks, £7/£15; large haddock, £18.50/£23; medium, £18/£21; small, £12/£15; rockfish, £15/£17; coley, £9/£11.50; megrims, £12; monkfish, £25.50; lemon sole, £24/£44; whiting, £16/£20; mock halibut, £23, per 10st. kit; halibut, £4.90, per unit.

LOWESTOFT

Prices: large cod, £20/£35; large plaice, £24/£27.50; medium, £25/£27.40; small, £22/£26; codling, £14.50/£33; large haddock, £25/£36; small, £15.50/£14; large turbot, £105/£112; small, £55/£60; whiting, £7.50/£10; lemon sole, £35/£43; Dover sole, £120/£140; slips, £120; brill, 40p/43p; gurnard, £7/£12; dabs, £11.50; monkfish, £12; codfish, £28; rockfish, £18, per 10st. kit.

NORTH SHIELDS

Prices: large cod, £14.50/£17.40; sprays, £14.50/£16.50; medium codling, £12.40/£16.20; selected small, £12.60/£11.70; small, £9.50/£14.10; large haddock, £15.40/£16.10; selected small, £11.30/£14.75; small, £6/£11.75; whiting, £8/£14.25; lemon soles, £12.25; plaice, £14.20, per 40 kilo unit.

MILFORD HAVEN

Prices: cod, £6.00/£17; haddock, £14/£10; large plaice, £8/£21; Dover sole, £26/£122; hake, £48/£55; monkfish, £17; roker, £5.50/£21.50, per Bat. kit.

BILLINGSBATE

ON TUESDAY 142 tons were delivered. Average selling prices on merchants' stalls: Salmon, English, £2.10/£2.60; Scotch, £2.10/£2.50; Irish, £2.10/£2.50; Grilse, Irish, £1.40/£1.90; salmon trout, 95p/£1.40; coles, tongue, 46p/50p; slips, 50p/60p; medium, £1.30/£1.58; large, £1.05/£1.15; eels, 80p; foreign smoked salmon, £1.84, per lb; large turbot, £11.20/£11.90; medium, £7/£8.40; small, £4.20/£5.30; large brill, £6.50/£7; medium, £4.20/£5.60; small, £2.80/£3.50; Danish plaice, 11b, 21lb, £4.30/£4.60; large halibut, £7/£11.20; medium, £8.40/£11.90; small, £4.20/£6.30; selected lemon soles, £3.50/£5.20; large whiting, £2/£2.80; small, £1.75/£1.90; headless home water cod, £3.70/£3.80; fish, shelf cod, £5.20/£5.80; bulk, £4.20/£4.50; coalfish, £2.10/£2.60; haddock, £5.80/£6; home water haddock gibbers, £3.20/£3.30; jumbos, £2.80/£4.50; small English dogfish, £4/£4.30; large, £5.40/£6.80; mackerel, £2/£2.40; fresh herrings, £3.10/£3.60; London cured dry haddocks, £6.50; dry fillets, £6; golden cutlets, £8;

filleted kippers, £3.50/£4; selected, £2.50/£4.80, per stone. Shellfish: Crabs, over 3lb, 18p/40p; under 3lb, 10p/20p; small, 8p/10p; prawns, 52p/67p, per lb; Scotch winkles, 20, per cwt; whelks, £3, per bushel; cockles, £1.25/£1.40, per gallon.

Frozen fish: Pacific NA salmon, 90p/96p; Canadian halibut, 90p/96p; acornpi, £1.40/£2.30; small, 28p; hunk eam, 45p; grey mullet, 38p; barboni, 60p; young left, 43p, per lb; filets, plaice, £2.08; cod, £5.50; haddock, £5.50; squid, £3.50; kippers, £3/£4, per stone.

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Fishermen hit out at BIM over limits

FISHERMAN in south west Ireland have sharply criticised Bord Iascaigh Mhara (BIM) for what they claim to be its failure to campaign for a "reasonable" fishing limit and for its alleged lack of policy on fish marketing.

Organised by the South/Western Regional Development Organisation, a meeting of fishermen in Dingle demanded a 200-mile limit for EEC countries and a 50-mile exclusive limit for Ireland.

The fishermen decided that the Minister for Fisheries, Michael Pat Murphy, should be informed of the situation in Dingle, where Galetarra

Coblemen win road tax fight

REDCAR fishermen have won their battle with the tax man. They will not have to pay a massive road tax increase on the tractors which tow their boats to the sea.

Back in January, local licensing authorities withdrew a longstanding concession which put their tractors on the same £6.65 a year tax level as agricultural tractors. The new rate then became £144.

The fishermen, who use these tractors, only travel 10 miles a year on the road and now a letter from Mr. D. Davies, Minister of State for the Treasury, to Cleveland MP, Mr. J. Tinn, said that the concession was going to be renewed and that a clause would be introduced to the Finance Bill at present being drawn up.

ICELAND DEAL

from page one

The official text of the deal signed with Iceland in Oslo on June 1 runs:

1. The Government of the United Kingdom will ensure that the British fishing effort in the water referred to the fisheries zone of 200-nautical miles will be limited to an average of 24 trawlers a day, defined in terms of trawler days per month as in the memorandum at annex 1.

2. Within the limits referred to in paragraph 1 above fishing will only be conducted by trawlers whose names appear on the list in annex 2, which is derived from the list established for the purpose of the interim agreement of November 13, 1973.

3. (A) The Government of the United Kingdom will ensure that the conservation areas of the interim agreement, as amended by the Icelandic authorities after the expiry of that agreement will be respected by British trawlers during the periods provided for.

(C) The areas referred to in paragraphs (A) and (B) above are more precisely defined in the schedule at annex 3.

4. In order to protect concentrations of young or spawning fish within the sea around Iceland, the Government of the United Kingdom will ensure that British trawlers will abstain from such fishing operations in such areas and during such periods as will be prohibited for Icelandic fishing vessels by the competent Icelandic authorities. Such measures, which will be on objective and scientific criteria and which will not discriminate in fact or in law will be duly notified to the Government of the United Kingdom.

5. As a further contribution to the conservation of the fish stocks around Iceland, the Government of the United Kingdom will ensure that British trawlers will comply with the measures listed in annex 4.

6. The Government of the United Kingdom will ensure that the position of British trawlers fishing in accordance with the provisions of this agreement will be notified to the Icelandic authorities as specified in the memorandum referred to in paragraph 1.

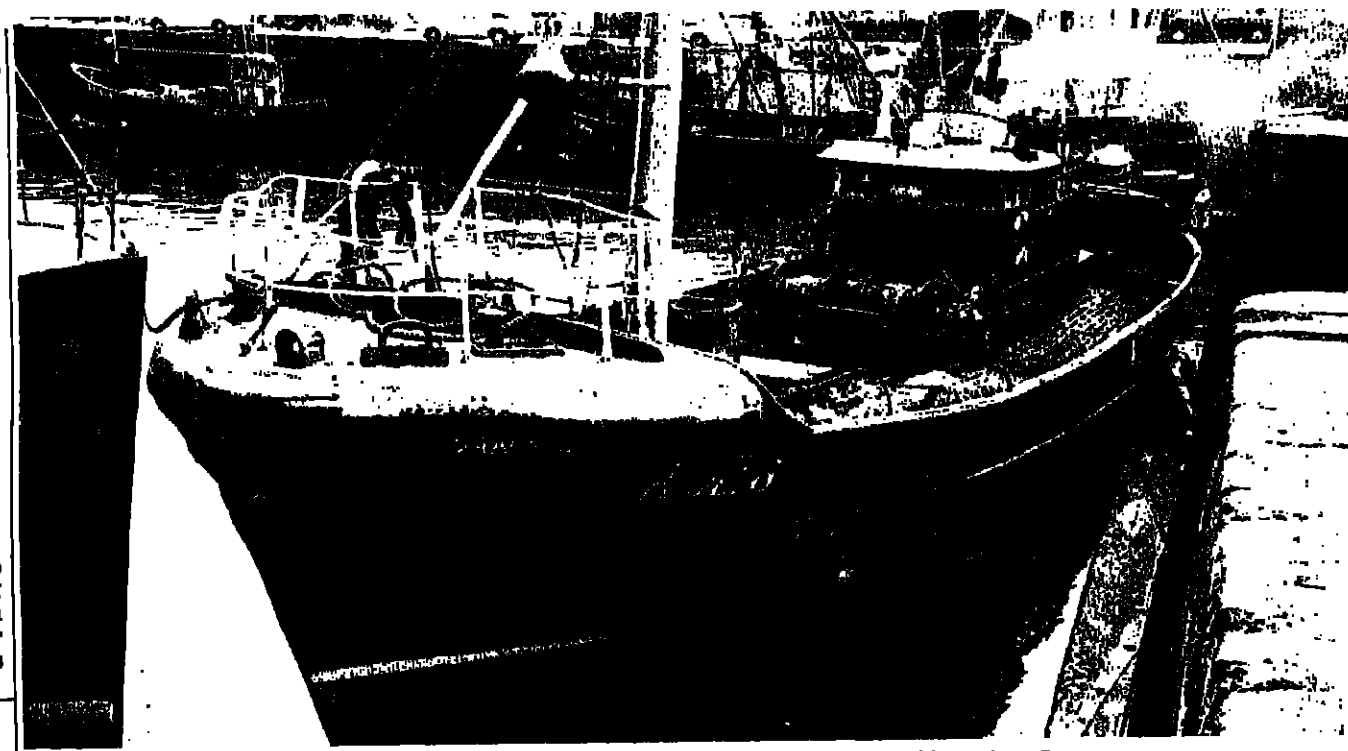
7. Should a vessel be involved in fishing contrary to the provisions of the agreement, the appropriate Icelandic authorities shall have the right to stop it and investigate, and, if an infringement is suspected, to announce the nearest British support vessel. Any trawler found to have violated the terms of the agreement will be crossed off the list.

8. The Government of the United Kingdom will forthwith invite the European Economic Community to apply, as soon as the necessary arrangements can be made, the provisions of Protocol 6 to the agreement of July 22, 1972, between the Government of Iceland and the Community.

They will also use their best endeavours to ensure that the tariff concessions provided for in that protocol will be applied at the level which they would have reached had it been in force since 1973.

9. Nothing in this agreement shall be considered to prejudice the views of the parties with regard to the mutual limitation of their areas of jurisdiction.

10. This agreement shall have a duration of six months from the date of its entry into force. After the expiry, British vessels will fish within the waters defined in the Icelandic regulations of July 15, 1976, only to the extent provided for in arrangements agreed with the Government of Iceland.



Dandara, one of Aberdeen's last remaining Sputnik-class pocket trawlers, has been sold to West Coast owners.

New role for 'Sputnik'

— Seining off west coast

ONE of the few remaining Sputnik-class pocket trawlers to fish from Aberdeen, the 73ft. *Dandara* has been sold to owners on the west coast of Scotland.

At one time Aberdeen owned about 20 of these small steel side trawlers,

the majority of which were built in the 1950s and early '60s, but many have since been sold to owners elsewhere.

Dandara, built at the Fairmile shipyard at Berwick on Tweed in 1961, was owned by the Nigg Fishing Co. and her agents were the North Star Fishing Co. of Aberdeen. She was the last shore-owned Sputnik to work from the port.

For the last 12 years, or so, she has fished under Skipper

Sam Anderson and usually worked well inshore off Aberdeen and as far south as Arbroath.

She was recently sold to Tom Young of Kilmarnock, and sailed through the Caledonian Canal and down to Tron where she will be converted into a seiner-trawler.

Modifications are to include a new wheelhouse which has been designed by the Napier Co. of Arbroath. With an overall length of

73ft. and beam of 19ft. 6in., *Dandara* has a Lister Blackstone engine of 264 hp which drives a Slack and Parr variable pitch propeller. When conversion work is complete she will fish from Oban.

HULL closed last week with a disappointing demand at the Friday fish sales. Both of the distant water trawlers landing had been to the Icelandic coast, but their earnings fell below the £20,000 mark.

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